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# TORQUE TUBE

THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB



VOLUME XIV • NUMBER 3 • JANUARY / FEBRUARY 1996

BUICK  
1937  1938



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## THE 9th CYLINDER

BY HARRY LOGAN #651, Editor

This beautiful Corot Beige 1938 Special Trunk Back Sedan Model 41 belongs to **Mike and Joan Dillard** (#1011). The car has been repainted in its original color.

Unlike most 1938 Buicks in which a customer had a choice of two different wheel colors, Corot Beige cars only came with Bugatti Red wheels. Mike's wheels have never been repainted and the color of the spare wheel shows that Bugatti Red was brick red. Buick also used Dante Red on some 1938 wheels. Dante Red is like fire engine red.

Mike and Joan live in Northern California near the California-Nevada border. They drove the 38-41 to the 1937-1938 West Coast Meet in Monterey, then continued on to another Buick Meet in Las Vegas and returned home without a problem.

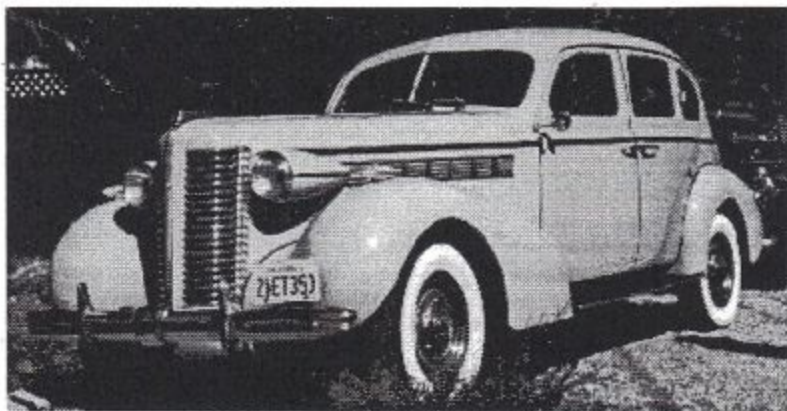
The latest letter in the Buick vs. Nash

controversy in the "SOUND YOUR HORN" column in Old Cars Weekly was from the man whose first letter last June started it. He wrote to say that: "Somehow, my tales of my '50 Nash Ambassador turned into a Nash-Buick debate, which was not my intention." He goes on to say,

"However my Nash was extremely fast at the time for a stock automobile. My dad owned a 1938 Buick Century at the same time I owned the '50 Nash Ambassador. I ran them against each other and the result was: At 60,

the Buick had about a two car length lead, which it stretched out up to 100. At 100 the Nash was four or five car lengths behind, but after 100 the Nash began to close and was easily faster on the top end. The Buick pegged the 110 mph speedometer, but the Ambassador still prevailed. All this debate has really been fun."

The cover of the April, 1971 **Cars & Parts** magazine features a 1938 Buick Special 4-



FOUNDED IN 1980 BY DAVE LEWIS





Door Sedan Model 41. Buick made almost 80,000 Model 41's. It has California license QNM 837. The owner was not identified. Does this car belong to one of our members?

It was fun reading the Cars For Sale ads and the prices they were getting! A '40 Buick Super for \$250; '41 Buick driven every day for \$450 and a '39 Buick Century Coupe \$850! The 1971 magazine had an article on Buicks in the Free Wheeling column

by Menno Duerksen. Part of the article states:

"The late 1930's was also the period when Buick finally produced some of the company's most beautiful styling." Auto Historian Gene Husting believes the 1937 and 1938 Buicks were, especially the former, "The prettiest cars of the year."

"The 1937 Buick was a real beauty. Even though the bodies were strictly standard General Motors, somehow that refined grille, placement of lights, all hung together" said Husting.

**Bob's Automobilia** now sells reproductions of the 1938 Dealer Service Bulletins. These bulletins were issued from September, 1937 to July, 1938. The 95 page bulletins sell for \$20.

**Lars Gulliksrud** (#1013) in Norway writes in his October 30, 1995 letter that the driving season for his '37-61 is just about over. He says the temperature has been decreasing every day and



snow will arrive soon. Lars recently bought a 1920 Harley Davidson motorcycle with a side car that needs restoration. That should be a good winter project! Several members want to know if **Fender Welt** was used on both front and rear fenders.

The answer is yes. Fender welt was used around the rear fender and rear edge of the front fender from just above the running board to the firewall (see top photo page 3). It was not used on the front edge of the front fenders even though I see some '37 and '38's with it there.

Another item sometimes seen on '37 and '38 Buicks are sidemount mirrors. They did not leave the factory this way nor are sidemount mirrors listed in the Buick Accessory List. In order to install them, you usually have to cut the tread cover stainless trim. I would not do this on my car.

**Darcy Ellison** (#991) in Calgary, Canada

## ≡TORQUE TUBE≡

The **TORQUE TUBE** is published bi-monthly for the enjoyment of the 1937-1938 Buick Club. Membership dues are \$34.00 per year US, \$35.00 (USA) per year Canada; \$40.00 per year in Europe and South America and \$50.00 per year all others. All issues mailed First Class and Overseas issues are mailed Air Mail-Printed Matter unless Surface Mail, at \$35.00 per year, is requested. All memberships run September 1 to August 31 of the following year. Persons joining during the year will receive all back issues from September 1. All payments must be in U.S. funds. Please make your check payable to the **1937-1938 Buick Club**.

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bought a Canadian Buick Century Sedan three years ago after a newspaper ad (see page 12 & 13). The story of this car appears later in this issue. Then about a year ago he saw another ad for a 1934 Buick Model 57 sedan with sidemounts and bought it also. Now he has two restoration projects instead of one! Does anyone know of a '33-'35 Buick Club?

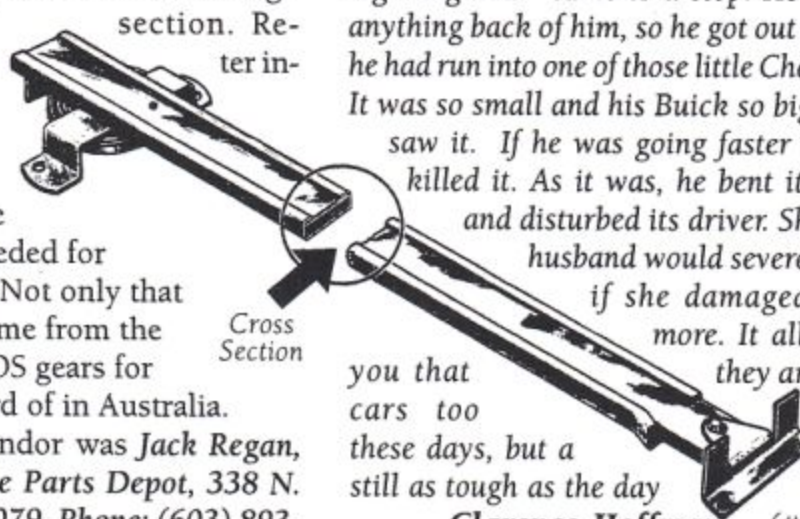
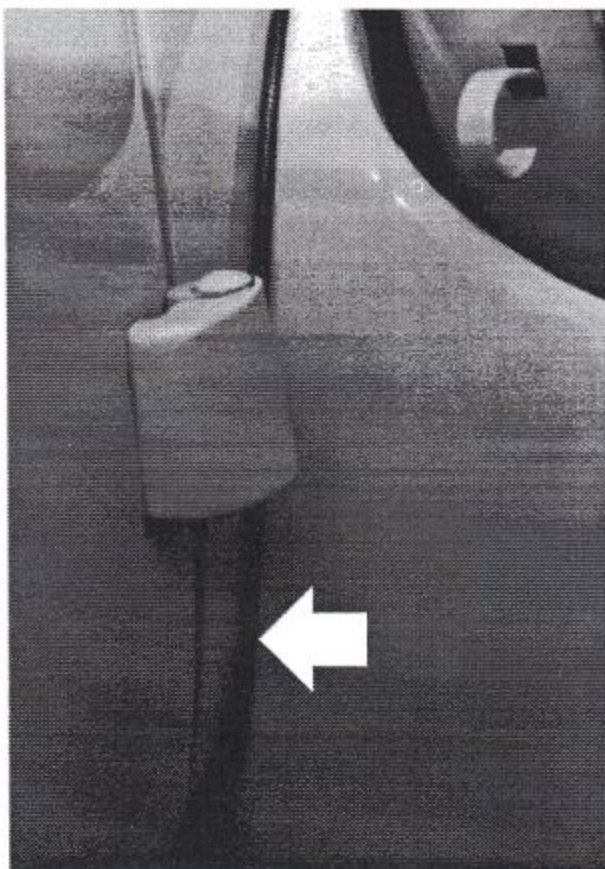
This is the type of telescoping coupe trunk support arm (below) used on 1938 to 1941 (and possibly later years) Buick as well as other GM cars. One of the most common problems with them is a broken latching cam spring. NOS springs can be purchased from: **Guy Close, Jr., 13426 Valna Dr., Whittier, CA 90602. Phone (213) 696-3307. Ask for Auveco #1759 Deck Lid Spring. \$3. each plus tax and shipping.**

To get at, and remove the old spring, you'll need to slide the upper section out through the bottom of the lower section. Reverse this procedure after installing the new spring.

**Geoff Hilliard** (#698) in Australia wrote to say he found the transmission gears he needed for his 1936 Century sedan. Not only that but his friend also got some from the same vendor. Finding NOS gears for such an old car is unheard of in Australia.

Geoff says the vendor was **Jack Regan, the owner of The Antique Parts Depot, 338 N. Main St., Salem, N.H. 03079. Phone: (603) 893-6507. Fax: (603) 893-6352.** They are a full time operation and underhood specialists on classic, vintage and antique cars.

Jack has in stock 100,000 parts. If he doesn't have it, he tries to find it for you. He



consider this when ordering spark plugs.

Bill also reports that, "he was stopped at an intersection in his '37 Special Sedan and thought he was further out into the street than was safe. So he looked back, saw nothing and proceeded to back up. He only went a couple of feet when he heard a big bang and came to a stop. He still didn't see anything back of him, so he got out and found that he had run into one of those little Chevy/Geo things. It was so small and his Buick so big that he never

saw it. If he was going faster he might have killed it. As it was, he bent its license plate and disturbed its driver. She told him her husband would severely damage her if she damaged the car any more. It all goes to show

you that they are building new cars too darned small these days, but a '37 Buick is still as tough as the day it was born!"

**Clarence Hoffman** (#546) gave a Christmas gift subscription of the **Torque Tube** to a "friend with a 1937 Roadmaster Convertible Sedan so he too would be in the wonderful and magic world of the '37/'38 Buick Club."

The 1937-1938 Buick Club is listed on

calls himself "The Digger." Geoff says other members may find him useful. Thanks for the tip Geoff.

**Bill Murray** (#950) in Nova Scotia, Canada reports he went to his local Canadian Tire store and found AC C-86 spark plugs for his '37 for \$2.00 each. I had to order them from Montreal, but they came in the next day. Considering the \$2.00 difference in price (for 8) between what I've paid buying them in the USA (at \$2.25 each), the U.S. dollar exchange and the cost of shipping, plus the wait, the savings is substantial. Canadian members might want to con-



the Internet under The Classic Car Source. You can view our on-line web page at this address, <http://www.classicar.com> and click on "Clubs." Classic Car Source says our members are entitled to a free noncommercial classified ad of 25 words or less each month from now until December 31, 1996. Their phone number is (360) 738-9172 PST. Classic Car Source is just starting business listing car clubs and cars for sale on the Internet. They estimate over 250,000 old car enthusiasts are currently on-line and their numbers are growing at a phenomenal pace.

This beautiful blue '38 Sport Coupe (middle) Model 46S with red wheels belongs to Gerry Landry in Massachusetts. Gerry says that "You and your staff (that's Dug Waggoner (#10), our Art Director who styles the magazine and get's it ready for the printer) are doing a great job running the Club. The Torque Tube is very informative, well done, and a pleasure to read." Thanks Gerry.

(Ed. By the way, if you ever think I've made a mistake, please let me know and why you think I am wrong. If I'm wrong, I'll print a correction in the next issue. What I know about '37 & '38 Buicks is from reading, observing other peoples cars, talking with members and owning '37 & '38 Buicks. But I am still learning, so please let me know if you think I've erred. That way the Torque Tube will be as accurate as possible. Thanks).

**Gene S. Smith** (#726) in Santa Maria, CA. just finished spending a month in various parts of Alaska for his

company and is now officially retired! He hopes to now have the time to work on his cars and attend some car events. Congratulations Gene.

**Bill Whyte** (#968) in Scotland is having

the motor of his '38 Century Convertible Coupe rebuilt in Bristol, England. That's at the other end of the country. Bristol was Cary Grant's hometown. When I was there in 1960, you could still see some bomb damage from WWII. Bristol is near the

old Roman town of Bath, one of the prettiest cities in the United Kingdom.

This maroon '37 (top) Century Convertible Coupe Model 66C belongs to **Von Hardesty** (#964) of Arlington, VA. Buick built just under 800 37-66Cs. The car is shown in front of

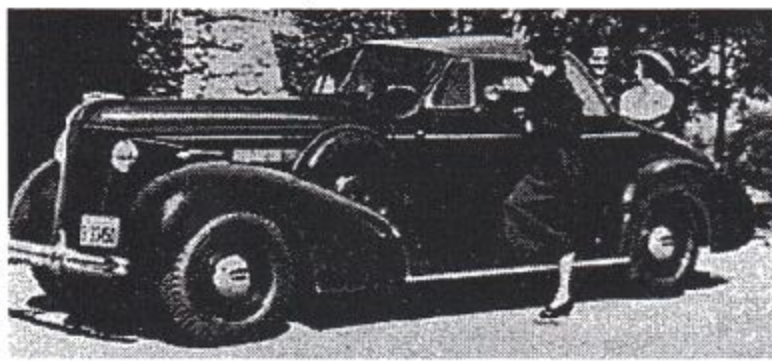
Smithsonian Castle on the Mall in Washington, D.C. This building was the first of many Smithsonian buildings and was built around 1850.

This may be Von's car back in 1937! This Buick publicity photo (below) shows a '37 sidemounted convertible with black wall tires. Note the

tan top with a vertical bar in the center of the rear window (just above the model's right shoulder). Here's another factory shot of a 1937 convertible coupe (top of page 5). It's a Special Model 46C. It's the same car as shown on page 9 of the last **Torque Tube**. Then it was parked in front of a house in the exclusive section of Flint, MI

where Buick used to take their publicity photos.

**James Rufener** (#767) in Minnesota reports he finally was able to purchase a Century 3.9 Ring and Pinion gear set to





install in his 1938 Special sedan. Because of the Winter weather, he has only been able to put a few miles on it with the new rear end. But he's very happy so far and plans to give it a better test in the Spring.

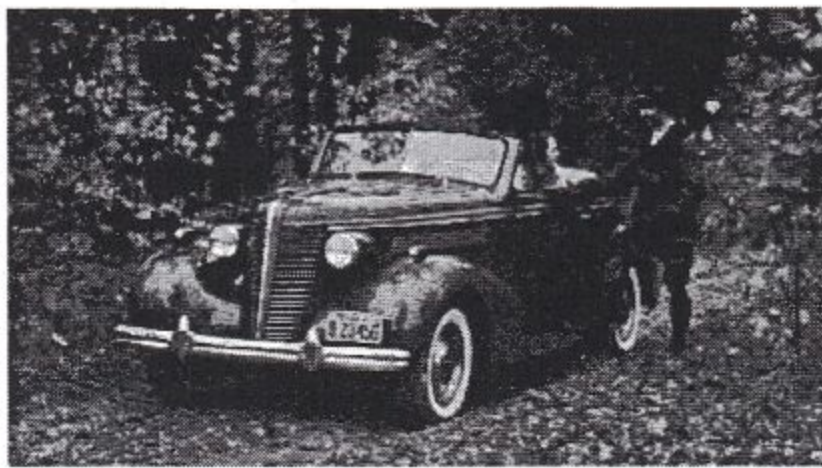
James plans to install turn signals on his car. There will be a turn signal article soon. He also wants to install seat belts in his sedan. Unlike a coupe or 2-door sedan, a 4-door sedan does not have a split front seat, which makes it easy to install safety belts. Has any member installed seat belts in a sedan. Please let me know how you did it and I'll publish it in the "Tube."

James spotted this modified '38 convertible coupe (middle) at a show last summer. The car has a '37 motor, the manifold was split for dual exhausts and had non-original tires, rims and grille.

Members! Do you need your water or fuel pump rebuilt? **Arthur Gould, 6 Delores Lane in Fort Salonga, NY**

**11768** does an excellent job. He has rebuilt several for me and they are still working fine. His phone number is (516) 754-5010.

**Tom Brownell** writes the Q & A column in *Old Cars Weekly*. He writes in the January 4, 1996 issue: "Lacquer paint is fast fading from the scene. Its use has been illegal for several years in California and most professional shops in other states have discontinued using lacquer for auto-



motive finishes. The problem is with the highly evaporative solvents used in spraying lacquer paints. Banning the use of lacquer paints and solvents is not necessarily hurtful to car collectors. Although an artfully applied

lacquer finish can produce a brilliant luster, the paint is brittle and prone to cracking, especially when multiple coats have been applied. Lacquer's deep gloss may be captured with modern finishes that are far less susceptible to chipping and cracking."

New member **George Smith (#1155)** in Mankato, MN owns this black 37-41 four door sedan (bottom). The firewall ID tag indicates it was

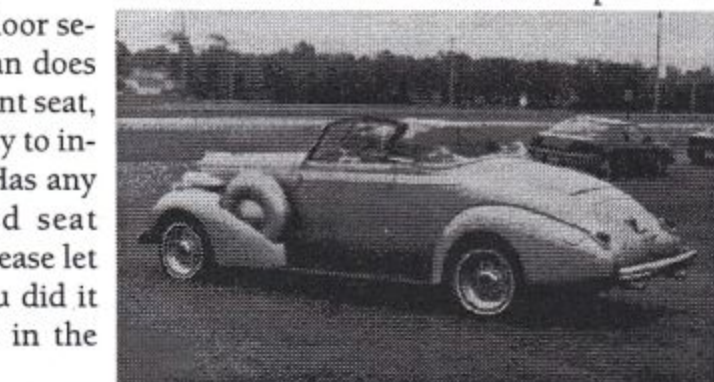
shipped from the factory with Tan Bedford Cord upholstery trim (No. 300) and Hampton (light)

Gray (No. 510) metallic paint.

Speaking of paint, the last *Torque Tube* listed the '37 & '38 paint colors with their Duco part numbers. If you compare the DUCO numbers, you'll see four colors have the same number in both

years. Only the name of the color changed. These paint colors were used in both years:

DUCO NUMBER	1937	1938
242-51252	Coronary Green	VanGogh Green
202-51567	Sudan Blue	Botticelli Blue
202-51576	Wellington Gray	Whistler Gray
202-52687	Hampton Gray	Homer Gray





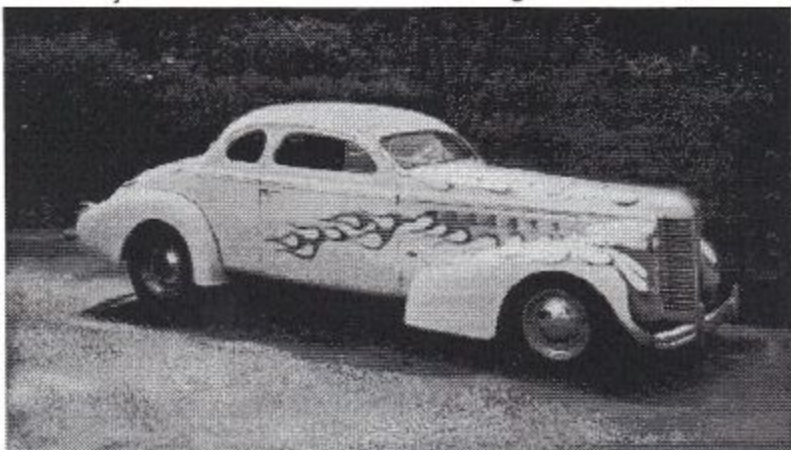
Something different! This car is (or was) a '38 Buick Century Sport Coupe Model 66S. It was made into a street rod by Dick Scott in Los Angeles. The car is white, has digital dials and two big 2-barrel Webers with stacks for carburetion on the original Buick straight-8 motor. Needless to say it can really move. Dick Scott also converted a 37-66S into a street rod. What a shame (*The Editors opinion*).

This is the way they're supposed to look. This blue 38-66S (*middle*) belongs to **Howard De Rusha** (#689) in Washington. Howard has a set of '38 Century side-mount fenders and may add them at a later date.

Meet **Joe Ambrose** (#985) of San Diego, CA. Joe is restoring this black '37 Limited Model 91 (*bottom*). The car is close to being finished now. Joe does all the work himself including painting in his home workshop. Now that he's retired, he spends most every day in his workshop restoring cars. He was just finishing a 1929 Pontiac Roadster and was working on the Buick and a 1932 Packard when I visited him. Joe has a neat way of pin-strip-

ing the wheels. See how in the Technical Tips section.

**Jim Combs** (#1137) in Saginaw, Michigan owns this Bengal Brown '37 Special 2-Door Sedan Model 48 (*top of page 7*).



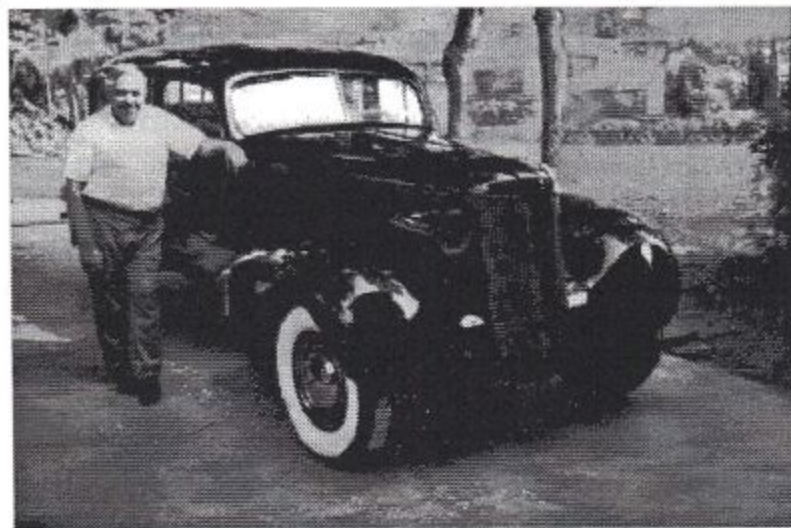
It has tan leather upholstery. Buick made almost 16,000 37-48's. Saginaw is where our Buick steering gear boxes were made. Jim drives his car to many car shows in his area, but is concerned about getting stone chips. He wonders if any members know where he can get a car bra to protect his car's paint.



I noticed some small chips on the front fenders of my '38 coupe with an old paint job. Most were on the right front fender. The left fender looked better because the big license plate shielded the front

fender from flying stones.

So to help preserve the new paint job on my '37 Century Coupe (*bottom of page 7*), I purchased a license plate holder for the right front fender. At a swap meet, I purchased a Buick Century sign the same size as my license plate. Now both fenders are protected without





having to use an unsightly bra.

The January/February 1996 issue of **Special Interest Autos** magazine has a nice 9 page article on my 1937 Century Coupe with lots of photos. Also interesting information on what was happening in 1937.

Special thanks to **Don Briggs (#1092)** for making me a copy of the article and leaving it in my mailbox. Don is just back from a business trip to Moscow. When I asked how he liked it, he said it's cold and the economy is in bad shape. Going from Communism to Capitalism is not easy.

The Russians tell this joke about the difference between Communism and Capitalism. "Under Capitalism, man exploits man. But under Communism, it's just the other way around!"

#### **EASTERN CLUB MEET & TOUR - JUNE 20-22.**

This year's Eastern Event will be held "off the beaten track" in western Pennsylvania, and will feature tours through beautiful, easy driving countryside, historic towns, charming shops, lunch in a restored 1866 railroad depot, and a super Amish catered picnic at Clarence Hoffman's farm. Lodging in Meadville, PA (about 100 miles north of Pittsburgh, 40 miles south of Erie I-79); Call Days Inn, 814/337-4264 or Super 8, 814/333-8883. More info in next issue, or call Bill Olson, 614/436-7579 or Clarence Hoffman, 814/587-417.

**PLEASE NOTE!** The JUNE DATE (not Au-

gust as in the past): This is designed to avoid conflict with BCA Regional Meets.

**Christian Simon (#1062)** in Switzerland reports that he is still finding problems even after 2 years of working on his '38 Century Sedan Model 61. Problems such as rust in the body corners and a cracked block. A rebuilt motor will be as-

sembled for Christian in Holland soon using a 1939 block. He says it's always the same question of time, money and finding the right people to do the work.

**Richard Delgado (#1022)** in Southern

California writes: "Good debate going on lacquer paint versus modern paints. My opinion is lacquer has passed the test of time! Go to the junk yard and try to rub out so-called modern paint. Ever seen modern two-stage paints ten years later?"

And one final

note for this issue. As you read this, I am in New Zealand helping the **N.Z. Vintage Car Club** celebrate their 50th anniversary. My wife and I will be there for 3 weeks, mostly in Christchurch. This is where many of the Vintage Car Club activities take place. We will also take a 5 day tour of the South Island along with **Cecil Don (#637)** in a 1939 Buick loaned to us. **We hope to meet, tour and enjoy the warm hospitality of all five of our New Zealand members.**

*Harry*





On the Front Cover is a photo of two gangsters and their '37 Roadmaster or Limited sedan that appeared on a poster put out by the State of New York. It was photographed by a member of the McLaughlin-Buick Club of Canada and sent to us by **Bob Ward** (#114). Thanks Bob. Our Back Cover features **Derek Hodgett** and **Kate Hodgett** (#690) and their '37 McLaughlin Buick Limited in Nottingham, England. Derek would like to install an automatic transmission and maybe a later engine. He would like to hear from any members who have done this modification.

## America Owes So Much To The Man From Arbroath BUT WHO REMEMBERS DAVID BUICK?

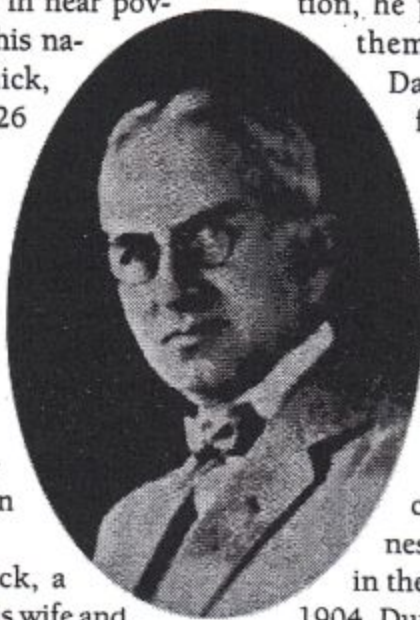
*(From the September 15, 1974 Arbroath, Scotland Sunday Post)*

A remarkable Scotsman was born in Arbroath, Scotland 120 years ago. He was a man who deserved fame and fortune, yet died in near poverty and is virtually unknown in his native land. He was David Dunbar Buick, born on September 17, 1854 at 26 Green Street, Arbroath.

Do you recognize the name? You should. David started the company that grew into the General Motors Corporation of America, the mightiest car-making empire in the world. Over 17,000,000 cars bearing his name and crest have rolled off the production lines—yet he was involved in making only 120 of them.

His father, Alexander Buick, a joiner, emigrated to America with his wife and two year old David. As a young man, David settled in Detroit, where he started manufacturing plumbing materials. He made a tidy fortune after he invented a process for heat-binding porcelain to iron to make white bathtubs—a much sought-after status symbol in those days.

Around the turn of the century, David saw his first motor car. He became obsessed with cars. In 1902 he organized Buick Manufacturing Company to make cars. But his advanced designs invariably left the firm over-spent. He borrowed \$5,000 from a friend, Ben Briscoe. Ben didn't doubt David's ability as a craftsman, but he was wary of his business abilities.



When Briscoe heard that a firm at Flint, 115 miles from Detroit was thinking of starting car production, he persuaded David to team up with them. The firm was impressed with

David's car. They borrowed \$10,000 from a local bank to settle the Buick debts. The Buick plant was shifted lock, stock and starting crank to Flint. But the deal left Buick with little say in the firm. In effect, he signed away his future. Still, the firm completed 16 cars in 1903 and 34 in 1904, all experimental machines at \$1,200 each.

At this point, William C. Durant came on the scene. A brilliant businessman, he'd already made a fortune in the carriage industry. On November 1, 1904, Durant became general manager of the Buick Motor Co. with Buick president. Durant, later to become creator of General Motors, was a go-getter. Like Ford, he knew the industry's future lay in speeding up production and cutting assembly costs.

Buick was a craftsman who regarded each car as a unique invention. One of the two had to go. It was David Buick. In 1906, aged 52, he severed his last links with the firm and returned to Detroit with his wife and son.

The company went from strength to strength. In 1908, Durant acquired Oldsmobile and Cadillac to form General Motors. Chevrolet joined in 1918. Britain's Vauxhall was acquired in 1926.



Germany's Opel some years later. Buick production reached 100,000 cars a year in 1916. The millionth Buick rolled off the lines in 1923. Today there's a 300-acre complex employing 20,000 people producing 350,000 cars a year.

But David Buick died, impoverished and forgotten, in Harper Hospital, Detroit, on March 5, 1929 of cancer of the colon. Until a few weeks earlier, though 74, he was still working as an inspector at Detroit's trade school. His wife died some years later. His son Thomas died in 1943.

Ben Briscoe wrote sadly in 1921 that had David been able to keep his shares in the firm, they

would at that time have been worth more than \$10,000,000. Their value today would be almost incalculable.

The house where David Buick was born no longer stands. It was demolished years ago to make way for new council houses. But as the birthplace of a man greatly to influence transport, its setting is appropriately close to the burgh's new four-lane thoroughway. That thoroughway is called Burnside Drive. Arbroath could do worse than rename it Buick Way, as a tribute to Scotland's most remarkable forgotten son. (*Buick Drive maybe?*)

## Old News Clippings from 1937 and 1938

Four lovely ladies in the "Gold Diggers of 1937" revue who have been sharing a Buick coupe received license tag No. "1937" in the state of New York. (This appeared in the January, 1937 issue of *MOTOR AGE* magazine. The car must be a Sport Coupe with jump seats and not a Business Coupe in order to hold four people)

Winter sports-minded tourists to the Oregon Rose Festival last week were able to participate in their favorite sport by driving to Mount Hood, where a summer ski tournament was held in connection with Portland's annual flower fiesta. The girls are shown with a new Buick Century model at the skiing grounds. (*Newspaper unknown*)

As you look at the two photos, on page



10, you will see a bit of "artistic license" being applied there. Notice the three gentlemen in the foreground at the left. We are sure these three men were not hired to be in both photos. So it must be a slight of hand in the art department to create a more enthusiastic

crowd to hover around the new 1938 Buick.

Maybe that's the photographer, himself, in the foreground with his hand in his coat pocket. And that's where he has the cable release. Or maybe he's with Buick Security in charge of keeping rival car companies from running off with any trade secrets, all though by this point in production industry spies knew all they needed to know. Or he's making sure nobody leaves the scene before the shutter clicks.





Automobile editors of the San Francisco newspapers get their first glimpse of the new 1938 Buick at a recent press preview in the Howard Automobile Co. building. Buick is presenting more major improvements in its 1938 cars than in any model during the last five years. First public showing of the new cars will be about Oct. 15.

### PRESS GETS PREVIEW OF NEW 1938 MODEL

Automobile editors of the San Francisco newspapers (*above*) get their first glimpse of the new 1938 Buick at a recent press preview in the Howard Automobile Co. building. Buick is presenting more major improvements in its 1938 cars than in any model during the last five years. First public showing of the new cars will be Oc-

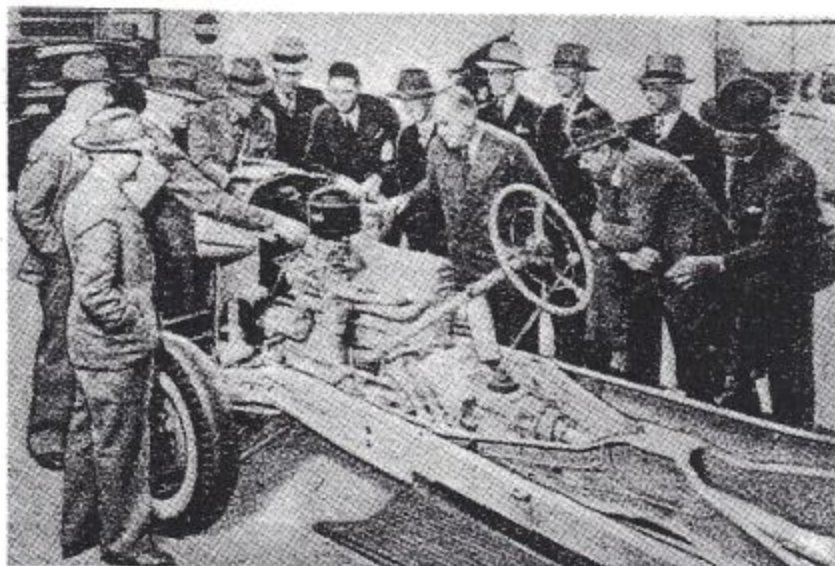
tober 16. (From the San Francisco Chronicle, probably in September, 1937. Members, this is all redundant if you can read the small print on the clipping without the aid of a magnifying glass)

### IN THE EYE OF THE PRESS

At a press preview of the 1938 Buicks, San Francisco automobile editors (*below*) are shown inspecting a stripped chassis of the new line. Superintendent Roy Douglas (*pointing*) of the Howard Automobile Company is explaining some of the major engineering advancements, the most revolutionary that have been intro-

### IN THE EYE OF THE PRESS

#### *Fourth Estaters Inspect Chassis*



At a press prevue of the 1938 Buicks, San Francisco automobile editors are here shown inspecting a stripped chassis of the new line. Superintendent Roy C. Douglas (*pointing*) of the Howard Automobile Company is explaining some of the major engineering advancements, the most revolutionary that have been introduced by Buick in years. The new Buick models will be publicly displayed in dealers' showrooms on October 16.

duced by Buick in years. The new Buick models will be publicly displayed in dealers showrooms on October 16. (From the San Francisco Chronicle, probably in September, 1937)



# Our Beauty!

By Bill Wiseman (#1059)

My wife found this 1937 Special Convertible Coupe Model 46C at Hershey, PA. in October, 1993. It excited her so much we bought it for her. For the next year we searched everywhere for sidemounts and after joining the Club, we saw an ad in the Torque Tube and purchased a 1937 Special sedan with sidemounts in Indiana. This started the restoration.

We stripped the paint to bare metal, removed the fenders, rumble seat and tire compartment lids, doors, hood and grille, running boards and the complete interior. Then we overhauled the engine because it had been stored for 21 years. We also rebuilt all the engine components including the brakes, exhaust, rechromed the bumpers and guards and a couple other small items needing replating. We put on new whitewall tires and repainted it Sandringham Maroon. My wife did the interior with reproduction material from Jenkins Interiors.

We completely detailed the engine and

under-carriage. It still has the nice original woodgrain dash. The interior chrome just needed polishing. It still has the original paint on the top irons and the rare original rear window and frame. It has its original radio, auxillary speaker, heater and running boards. The rumble seat mat and the rear mat behind the front seat are still mint. The car shows 31,000 miles on the odometer.

We finished the restoration on June 24, 1995 and the next day showed it for the first time at the AACA National Spring Meet in Georgia. It won the First Place Junior Award and two weeks later we showed in Charlotte, N.C. where it won its Senior Award.

It is now resting and we are planning on showing it in the AACA Grand National Meet in Huntsville, Alabama in July, 1996. After that we will be looking forward to what we originally bought the car for, that is driving and touring and really enjoying the car.





# MY CANADIAN BUICK

By Darcy Ellison (#991)

I became aware of my 1938 McLaughlin Buick Century Model 61 was when it advertised in a Western Canada farm newspaper about three years ago. The car was being sold by an elderly farmer in Saskatchewan. That province is a good source of old cars, trucks and farm equipment that are well-used but rust free. An occasional gem pops up in estate sales or farm auctions.

My McLaughlin Buick had been bought by this gentleman in Regina about 13 years before I found it. He had stored it and several other old cars in his equipment building as retirement restoration projects. But he just hadn't got around to it. Sound familiar?

The Buick had sat for those years covered but untouched. It was badly deteriorated but about 90% complete when I bought it. I've spent the last three years chasing down the parts I'll need to begin a complete restoration.

Not much was known about its previous history. Someone had removed the firewall identification plate so it's been a challenge to get information about the car. Eventually I got a positive identification of the engine number from General Motors of Canada. They have a special Customer Assistance Centre for vintage GM vehicle owners. They publish an excellent restorers resource called the Vintage Vehicle.

This booklet provides a list of restoration sources and services available in Canada and the United States. It also recounts the history of General Motors of Canada including the negotiations of Colonel Sam McLaughlin and W.C. Durant of General Motors. McLaughlin was a successful Canadian carriage builder and early licensee of Buick engines for use in McLaughlin

built automobiles. The McLaughlin Buick car and the formation of General Motors of Canada were the products of these early dealings. And as a tribute to Colonel Sam, the McLaughlin Buick survived as a separate Canadian marque until 1942.

So my Series 4300 is a McLaughlin Buick virtually identical to its American Century Model 61 counterpart except in a few details such as hubcaps and of course nameplates. Naturally I want to keep my car Canadian, so although I've found many helpful and friendly parts sources through the '37-'38 Buick Club, I've also enlisted the help of members of the McLaughlin Buick of Canada. I have a map in my den marked with locations all over the United States and Canada from which I've received parts. It's encouraging to see all the new friends I've made in my search for parts!

I first became entranced with '37-'38 Buicks through an original sales brochure that my father gave me when I was in my early teens. I still have the pamphlet, a fold-out full colour publication of General Motors of Canada showing all the models in the 1937 McLaughlin Buick lineup. My father collected new car information as many young men did in those days and when I came of age, he passed his collection of 1930's brochures on to me. There was Oldsmobile, Reo, Hupmobile, Pierce-Arrow, even the new Cord which was rare in my native Alberta at that time. But it was the Buick that caught my imagination. Perhaps it was the full-size colour renderings of the Limited limousine with its attendant chauffeur. Perhaps it was the intricately drawn detail of that big straight-8 sitting in its modern



chassis that intrigued me. All I know is that I fell in love for the first time!

I always knew I'd have to own a '37 Buick. So when an ad appeared in the Western Producer for a 1937 Century, I rushed to the phone. Yes, the car had Century written on the hood louvers. Yes, it was in restorable condition. And yes it was a '37! I could just picture the big green Century sedan that I had lusted after in my dreams! Imagine my disappointment when after a hurried overnight 700 mile trip, I found the car was really a 1938! I returned home disappointed.....sort of. The '38 was similar, to be sure, and it was restorable. But it was not the '37 of my dreams!

I deliberated until I thought I might lose the chance to buy, and then....know what?....I discovered I liked the '38 just as much. Sure the grille is a bit less refined than the '37, but the car has full-coil suspension. And the defroster vents....I could sure live with those in our Alberta climate! That was that! I phoned and said I'd take 'er, narrowly beating out another buyer. I was elated! I later found after joining the '37-'38 Buick Club and reading accounts of other owners in the Torque Tube, that the gem I had discovered in a barn in Saskatchewan was a marginal find compared to what was commonly available south of the border. It appears that some new owners are discouraged if they have trouble driving their newly acquired cars home. I was more than

happy, however to borrow a friend's truck and trailer to cart my find back to Alberta! C'est la vie!

The past three years have been spent replying to ads in the Torque Tube and other sources to find the Buick's missing parts. Most of the engine accessories had been removed....carburetor, generator, starter motor....stuff that's not too hard to find. I'm new to the old car hobby and I was pleasantly surprised to discover that most of the parts I needed were readily available....if I knew who to call. And the '37-'38 Buick Club has given me most of the leads I've needed. Not only have I received parts, I've found members very enthusiastic about my restoration, offering technical tips and sources for NOS parts. Our members like their Buicks, sure enough, and the support they provide beats any new car customer relations association hands down!

Well....when better cars are built...you know the rest! I have a full restoration ahead of me. I've spent some time at the local technical college acquiring the welding and bodyworks skills I'll need to bump out the few fender dents that are obvious in the photo. A rebuilt drivetrain, some new paint and upholstery....maybe even a radio if I can afford one...and one of Colonel Sam's finest should be ready for the road again! Ah...I can just picture that great big Century in the brochure.



**NOW, IF I CAN ONLY FIND THE TIME TO GET ROUND TO IT!**



# THE SEARCH GOES ON FOR OLD PHOTOS OF BUICK CONVERTIBLES

*These photos of Convertible Coupes appeared in various issues of the 1937 and 1938 Buick Magazine.*



This photo shows Pittsburgh Pirate outfielder Johnny Rizzo with his '38 Buick. Notice the front license plate is on the drivers side. Almost all the photos of '37 and '38 Buicks seen in the magazine had the license plate (left) mounted on the driver side of the car.



This Century Convertible Model 66C has a black top and a Corot Biege body color. Corot Biege was Buick's lightest 1938 color. You can tell it's a Century by the dark colored steering wheel. 1938 Specials had Ivory colored steering wheels while the Big Series cars had mahogany colored steering wheels.

Notice the chrome welting or trim back of the



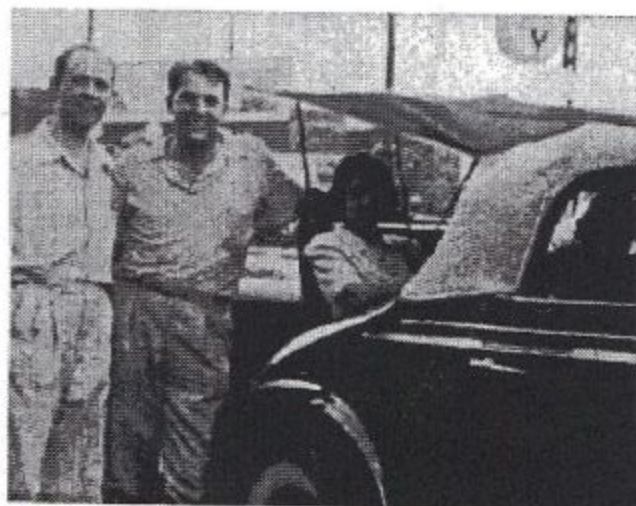
driver side window and above the rear window.

This was used on Century and Roadmaster open cars. When the top was replaced, most upholstery shops substituted fabric trim because it was cheaper and the chrome trim was harder

to find and install. **Bob's Automobilia** sells the chrome trim if you want to do your restoration back to its original look.



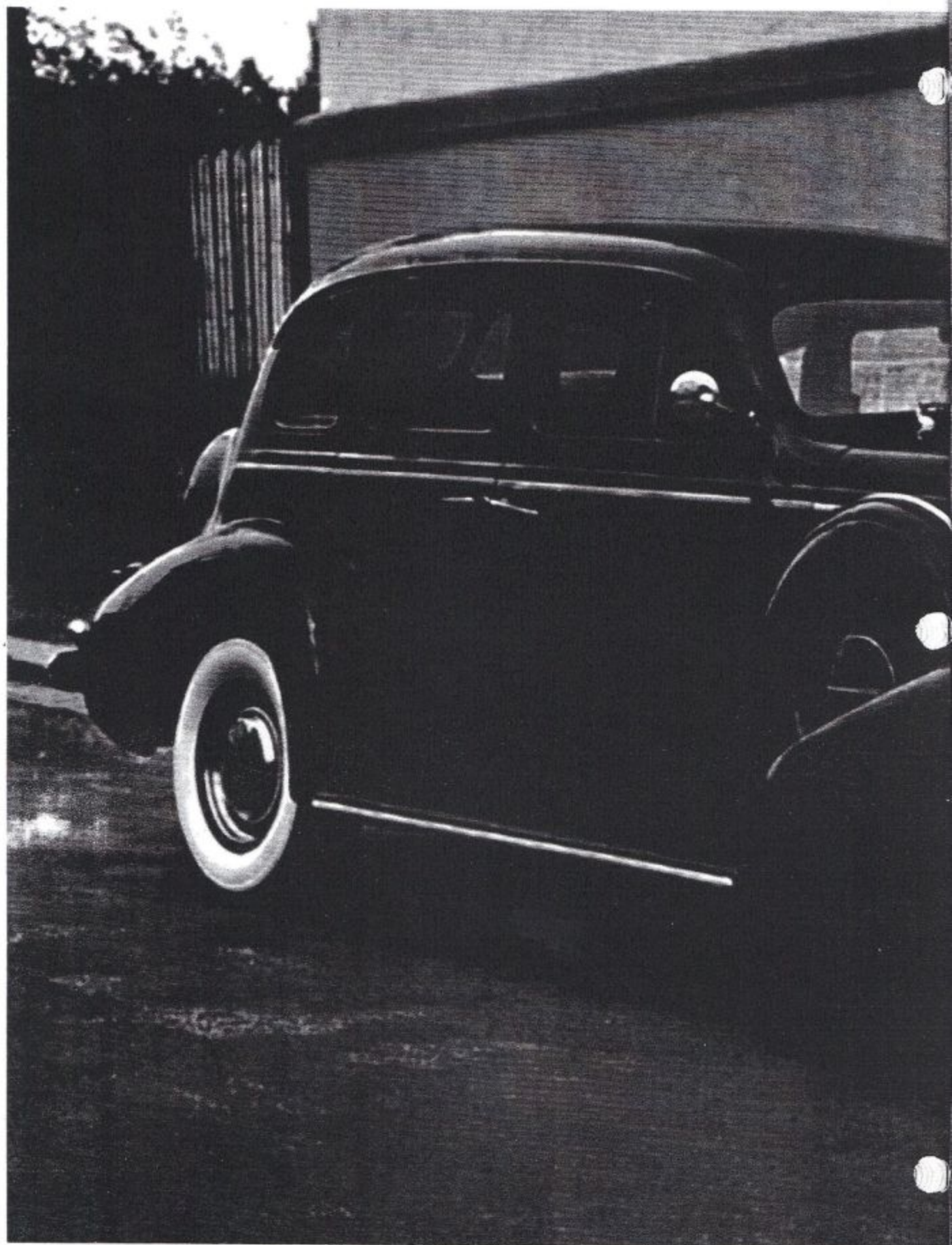
Sidemounted '38 Special Convertible Coupe. Specials had the ivory steering wheel while Big Series cars, again, had the mahogany wheel.



The caption says the two couples had just returned from a 5,000 mile (8,000 km) two-week trip to Mexico in their Century Convertible. Notice the makeshift but innovative cover over the rumble seat to keep the heat off their heads.

## THE SEARCH GOES ON!









## NORWEGIAN MARCH BEAUTY!

This beautiful black 1937 Century Sedan Model 61 belongs to **Lars Gulliksrud** (#1013) in Oslo, Norway. It's the March car in the 1996 calendar of Antique Norwegian Cars Lars sent me. Lars says Winter has arrived with 25 cm (10 inches) of snow. The Buick is now resting under its car cover, waiting for Spring! We thank the Norsk Verteranvogn Klubb for their choice and good taste in automobile photography.



# **Technical TIPS**

I recently installed a 1954 Buick Series 40 rear axle and torque tube in my 1938 Special Convertible Coupe Model 46C. This reduces the rear end ratio from 4.4 to 3.56 to 1. This allows the car to cruise nicely at 65 mph with good acceleration. I also milled the head .080" (2 mm), and installed a '41 dual carburetor setup when I rebuilt the engine.

The rear ends had to have their spring and stabilizer brackets interchanged. And I used the '38 torque arms. The torque tube was shortened 3 1/4" (8.25 cm) and I used the '38's front

## **CHANGING THE REAR END OF MY '38 CONVERTIBLE**

By Virgil Parker (#1087)

torque tube flange. The drive shaft was also shortened 3 1/4" (8.25 cm) and the '38 splines used to match the U-joint.

I used the backing plates and brake parts from the '54 because the shoes and drums are 1/4" (6 mm) wider.

We have put about 1800 miles (2880 km) on the car so far and are pleased with the changeover.

(ED: Reprinted below is Buick Rear Axle Gear Ratio Chart from May/June 1993 Torque Tube. Use it to find the ratio you would like to install in your car.)

### **REAR AXLE GEAR RATIOS**

YEAR	MODEL	40	50	60	70	80	90
1936		4.44:1	-	3.9:1	-	4.22:1	4.55:1
1937		4.44:1	-	3.9:1	-	4.22:1	4.625:1
1938		4.44:1	-	3.9:1	-	4.18:1	4.55:1
1939		4.44:1	-	3.9:1	-	4.18:1	4.55:1
1940		4.44:1	4.4:1	3.9:1	3.9:1	4.18:1	4.55:1
1941		4.44:1	4.4:1	3.9:1	3.9:1	-	4.18:1
1942		4.44:1	4.1:1	3.9:1	4.1:1	-	4.55:1
1950		4.1:1	4.1:1	3.9:1	3.9:1		
1951		4.1:1	4.1:1*	3.9:1	3.9:1		
1952		4.1:1	4.1:1	3.9:1	3.9:1		
1953		4.1:1	4.1:1	3.9:1	3.9:1		
(Standard)							
1953		3.6:1					
(Automatic)							
1954		3.9:1	3.9:1	3.9:1			
(Standard)							
1954		3.6:1	3.4:1	3.4:1	3.4:1		
(Automatic)							
1955		3.9:1	3.9:1	3.9:1	3.9:1		
(Standard)							
1955		3.6:1	3.4:1	3.4:1	3.4:1		
(Automatic)							

\*1951-50 Series Automatic is 3.9:1

### **INFORMATION NEEDED**

Dave Paulisin (#704) is looking for ring & pinion gear interchangeability information. Does any member know what Big Series late 1950's Buicks (automatic or standard transmission) ring & pinion gears will interchange with '37 and '38 Roadmasters? Dave will use this information to possibly have Joe Krepps, in Florida, make him a new ring & pinion gear set. Daves address is:

Dave Paulisin  
3514 Darcy Drive  
Bloomfield Hills, MI 48301  
(313) 540-3562



# WHEEL STRIPING MADE EASY WITH A ROCK POLISHER

(By Joe Ambrose (#985))

I have successfully striped the wheels of my '37 Limited by jacking up the wheel and using a rock polishing tumbler motor to slowly rotate the wheel. I kneel down and steady my arm on a 5 gallon can as I apply the paint with a striping brush. I have had very good results using this method.

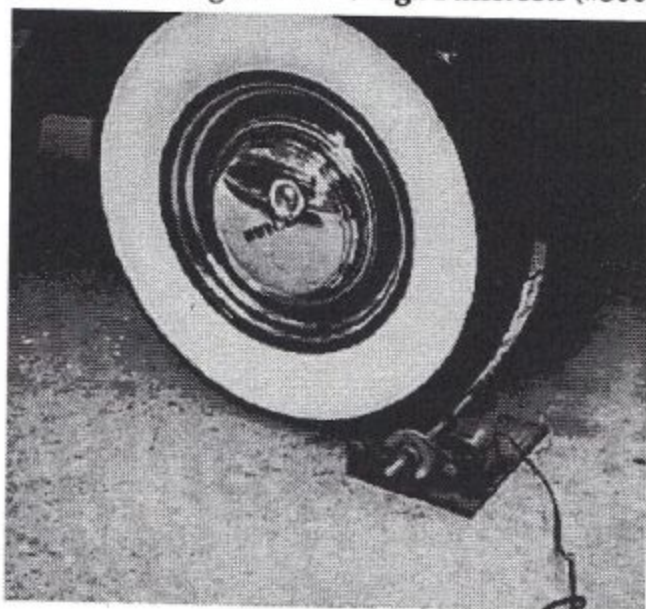
## WHEEL STRIPES

(Reprint of an earlier  
Torque Tube article  
by former Editor Bill Olson)

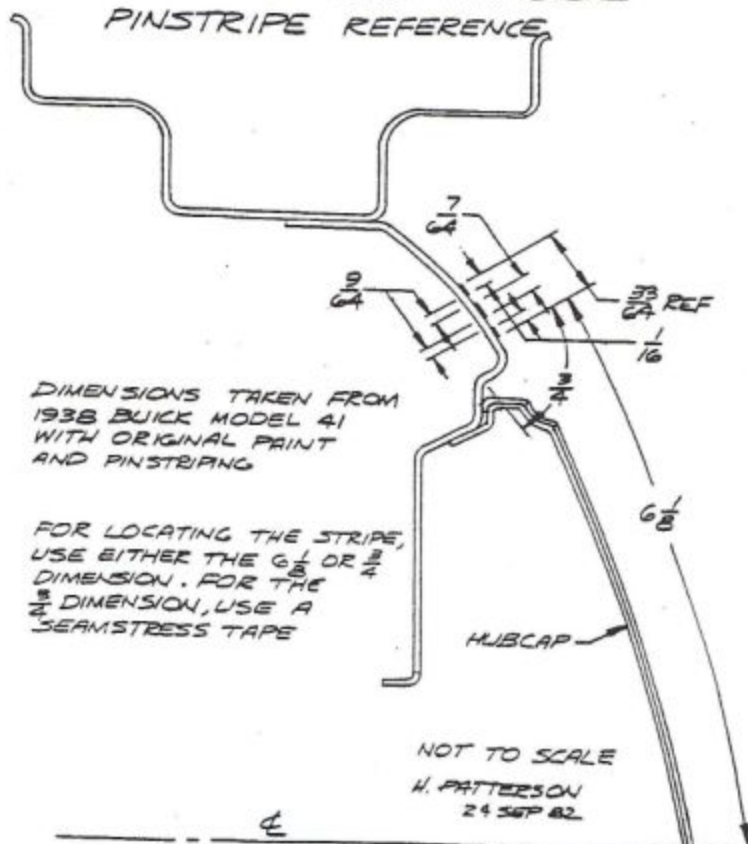
Every few months I get  
a request for informa-

# Technical TIPS

tion on wheel stripes. The drawing, done by **Hugh Patterson (#300)** shows the exact size and pattern of the stripes. It is not necessary, in my opinion, to get the sizes correct to  $1/64"$  ( $0.4\text{ mm}$ ). But one should try to come as close as possible. There are various methods of applying the stripes, all of which are difficult or extremely tedious, or both. It is probably best to seek out a professional (automotive) striper or sign painter.



1938 BUICK WHEEL  
PINSTRIPE REFERENCE







## Technical TIPS

# ADDING A SPEEDOMETER COMPENSATOR

By Harry Logan (#651)

Your speedometer will not read correctly if you install different ring and pinion gears (*change the rear end gear ratio*). One way to correct this is to buy a compensator box from your local speedometer shop. For example, if you put in a 3.9 ratio ring and pinion gear from a Century in your Special, you will need a speedometer compensator with a ratio of 4.44/3.9 or 1.128.

So for every rotation of male (*input*) end, the female (*output*) end to the speedometer rotates one and one-eighth turn or 12.8% faster than before to *compensate* for the new rear end ratio.

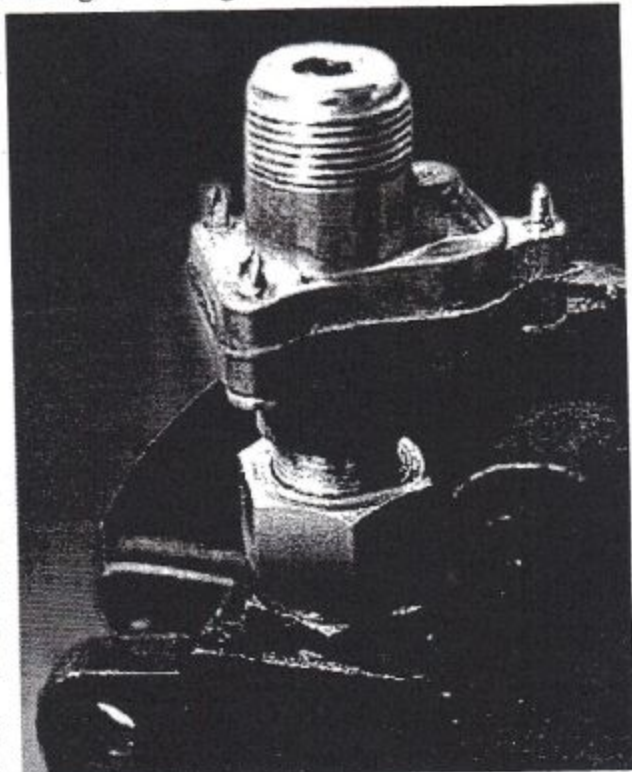
The closest I could get to 1.128 was 1.125 (1 1/8). Actually check this yourself in the

speedometer shop to make sure they installed the right gears because I've seen them made up incorrectly. Rotate the male end one turn and check that the female end rotates one and one-eighth turn.

I bought my compensator from Sunnyvale Speedometer Service, 590 South Mary Ave., Sunnyvale, CA. 94086, Phone: (408) 739-3020. They charge \$45. plus shipping and sales tax for California residents.

To connect the compensator, remove your speedometer cable at the transmission, screw the compensator into the transmission and then your speedometer cable into the compensator. Thanks to

Cecil Don (#637) for this tip.



## VALVE AND SPARK PLUG COVER NUTS

By Harry Logan (#651)

1937 and 1938 Buicks used small acorn nuts to hold on the spark plug cover and large acorn nuts for the valve cover (two nuts on the left). Note the threaded hole does not go all the way through the nut.

From 1939 until 1953, Buick used an acorn nut with a threaded hole completely through the nut (*right in photo*). This acorn nut was used for both the spark plug and valve covers.



The photos of Buick engines in the 1937 and 1938 Shop Manuals shows the acorn nuts without the threaded hole through the nut. The 1939 and 1940 Manuals have photos of the engine showing holes completely through the acorn nuts.

Bob's Automobilia

and other vendors sell both types of these zinc plated reproduction acorn nuts to add that correct touch to your restoration.



# THE 1938 DELUXE GRILLE GUARD

This 1938 factory photo shows the accessory deluxe grille guard. Note the whitewall tires were white on both sides in those days. Also note there is no welting where the fender and body meet.

This photo, and the one below of the deluxe grille guard, were taken 57 years apart!

In the original B/W Factory photo the three stripes in the grille guard and the number 8 in the bumper badge are dark suggesting they were painted black. The BUICK was in raised chrome letters with a red background and a red slash through the number 8.

You could also choose to buy after-market grille guards. You'll sometime see them in photos of old Buicks such as on the 38-81C

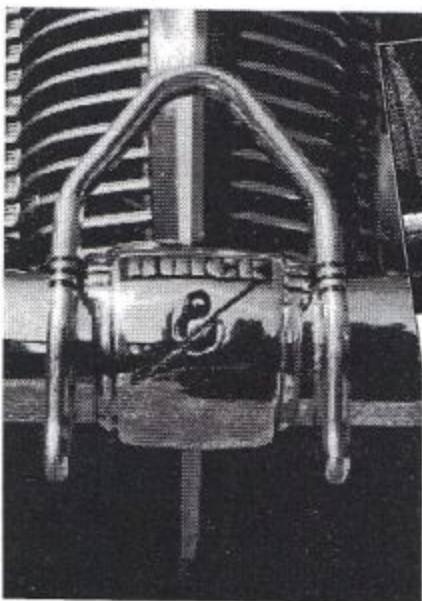
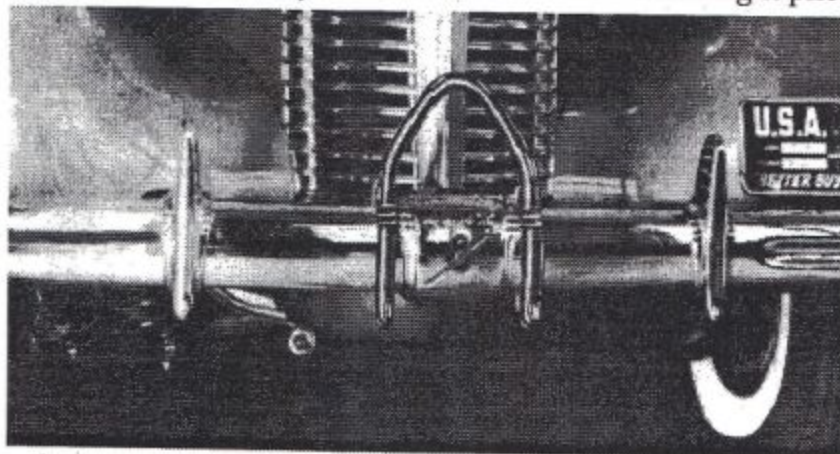
## Technical TIPS

Roadmaster Phaeton in the W.C. Fields movie *The Bank Dick*. See the photo on page 11 of the September/October, 1994 *Torque Tube*.

The bottom right photo shows the after-

market grille guard in use. Former member John Hopley took this photo of a '38-44 he wanted to buy in Grand Junction, CO. He didn't purchase the car because of major frame damage. The car is now

owned by **Dug Waggoner** (#10) who purchased the car in Carson City, Nevada. He's changed the frame and remedied the numerous sections of damage caused by a collision and is on the downhill side of a total restoration. But that's another story which we will feature here in the *TUBE*.



### BOOST SALES!

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**CELLO PRODUCTS COMPANY**  
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# Technical Buick TIPS

(ED: **Mike Dillard** (#1011) was a auto/truck mechanic until he retired. After reading the article on making a rubber battery mat in the September/October Torque Tube, Mike called with this advise. To prevent battery corrosion, the water level should cover the plates, but don't overfill your battery. Then I saw this article in the April, 1938 issue of **MOTOR AGE** magazine and decided to reprint it)

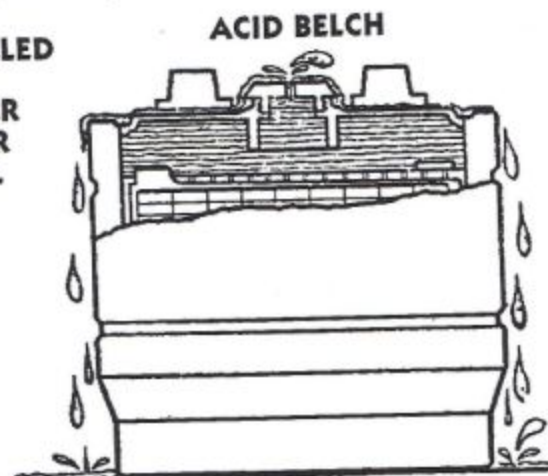
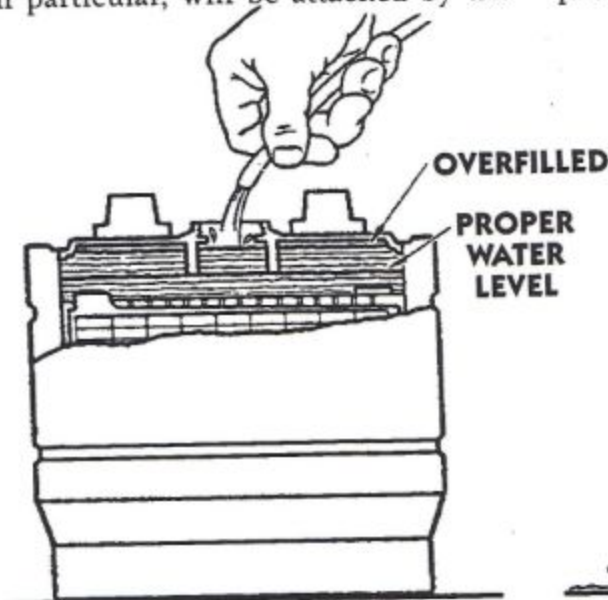
When a starting battery located under the seat (like 1937 Buicks) was over-filled, relatively little damage was caused. Of course, battery life was shortened because of the loss of acid, and the battery tray, terminals and cables were corroded. But when a battery is located under the hood (as on 1938 Buicks), the damage becomes more serious. In addition to the damage to battery tray, cables and terminals, the acid can be sprayed over the distributor, ignition cables, coil, condenser, generator, starter, and in some cases will find its way out through the hood louvers to damage the finish of the car. Aluminum and brass parts, in particular, will be attacked by the

acid. It is therefore extremely important that the battery is not overfilled.

The proper height for the battery solution is 3/8 inches (1 cm) above the top of the plates. If filled above that point, fluid will be lost due to expansion under heat and charging conditions. The mixture of acid and water in the battery expands due to heat and the presence of gas caused by the charging current. As there is no room for the gas and expanded solution, the battery belches out the excess.

In laboratory tests, a 15-plate battery was filled to the bottom of the covers. Thirty minutes after being put on a 15-amp charge the battery had lost 30 cc of acid from each cell. This, as previously pointed out will not only damage the battery, but everthing in its vicinity, particularly when the blast from the fan will scatter it about under the hood.

Placing the battery under the hood has many advantages, but the mechanic who overfills such batteries should be prepared for plenty of grief.

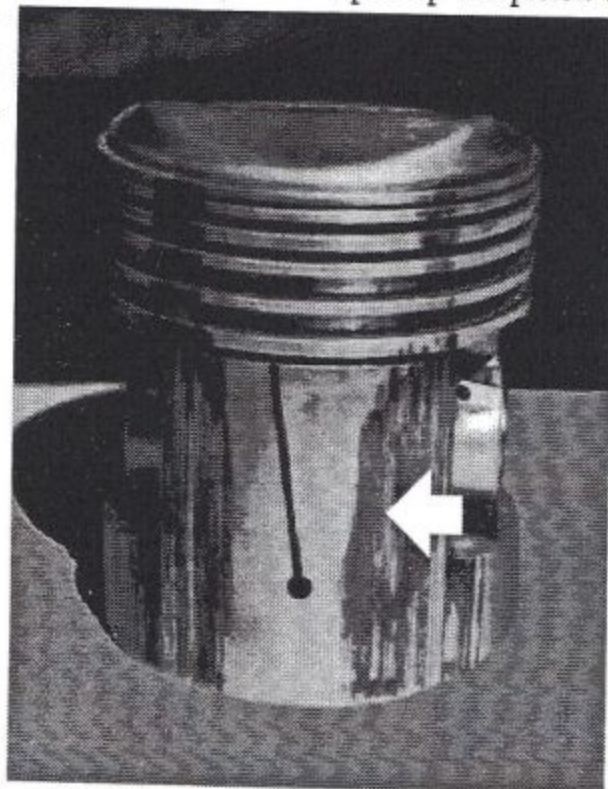




# PISTON CYLINDER CLEARANCE

## Technical TIPS

This is what happens when new pistons are fitted too tightly when a motor is rebuilt. When I bought my '38 Century, the rebuilt motor made a very loud noise. Using an engine stethoscope, the sound was loudest at the number 7 cylinder. I confirmed this by grounding the spark plug wire from cylinder number 7 with the motor running. The sound dropped noticeably. This did not happen when the spark plug wires were grounded the other cylinders. When the motor was opened up, number 7 piston had four 1" (2.5 cm) score marks, two of which you can see in the photo.



**Bob Pipkin (#76)** wrote in an earlier *Torque Tube* on this subject. He said: "One thing most machine shops do when they rebuild a Buick Straight-8 is set the pistons up too tight! One I'm working on now was bored .080" oversize and after-market pistons installed. Original Buick pistons were set up at the factory with .0008" to .0018" clearances. That works fine with the original aluminum heat-treated-tinned pistons. When after-market pistons are used, clearances must be increased to prevent piston-cylinder scoring. I've had good results using .004"

piston-cylinder clearances with all after-market pistons."

Bob goes on to say, "So, if you rebuild your engine and rebore it, insist the machine shop open up the piston to cylinder wall clearance.

By the way, the '37 engine I worked on had its '37 cylinder head and was fitted with domed pistons. This can be done!"

According to Bob, if you want to go to later "domed" pistons with the '37 head (which will raise the compression ratio and improve power and efficiency with modern fuel), you **MUST** use a thick "sandwich" gasket and you **MUST NOT** use '38-'40 pistons. The '41-'49 pistons have a different shape. These are the ones to

use. If you mill the '37 head, be very careful. You may also need to use '41-'49 push rods.

(ED: My '37 Century Coupe's engine has a '41 Roadmaster head and domed pistons. By looking at it you cannot tell it's a '41 head. It is the fastest antique car I own. I drove it for about an hour at 70 to 80 mph in the fast lane of the freeway. And I could have gone even faster. Boy, did I get some looks from the drivers of the modern cars I was passing!)



# NEW MEMBERS

George Smith (#1155)  
70 Cree Point  
Mankato, MN 56001  
37-41

Ray Stampley, Jr. (#1156)  
20697 Garden Gate Dr.  
Cupertino, CA. 95014  
38-41

Richard Trahan (#1157)  
551 Wrentham Rd.  
Bellingham, MA. 02019  
38-66S

George Bevins (#1158)  
P.O. Box #7  
Ropesville, TX. 79358  
37-41

Kenneth De Clercq (#1159)  
4147 E. Michigan Ave.  
Au Gres, MI 48703

Jack Howell (#1160)  
6328 Big Horn Ave.  
Sheridan, WY 82801  
37-41

Ned Pennell (#1161)  
831 Taylorsville Rd.  
Lenoir, N.C. 28645  
38-46C

Vincent Angell (#1162)  
2757 Coleman Way  
Sacramento, CA 95818  
38-46

Peter Warburton (#1163)  
Box 418  
Whyalla, 5600  
Australia  
38-61

Johnny Johnson (#1164)  
15200 Mt. Calvert Rd.  
Upper Marlboro, MD  
20772

Green's Garage (#1165)  
30395 Center Ridge Rd.  
West Lake, OH 44145  
37-80C

Lewis Nix (#1166)  
P.O. Box 846  
Madison, GA. 30650  
38-90L

Peter Kleck (#1167)  
2342 Colleen Dr.  
Canyon Lake, TX. 78133

Fred Mungia (#1168)  
6320 S. Mark Rd.  
Tucson, AZ. 85746  
37-41 38-61

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### ORDER FULL SETS AND SAVE

- Full 6 piece set of latches & strikers.....\$376. set
- Latch set (3 piece).....\$275. set
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Price includes packing and shipping

Order from:

Lauren Matley (#46)  
3119 SE Spyglass Dr.  
Vancouver, WA. 98683  
(360) 254-1944



# Parts FOR SALE

## • 1938 PARTS

NOS Rocker Arm Shaft and bushings (40).....\$125. set  
Price plus shipping. Call between 5:30 PM and 9:30 PM EST Monday to Friday or anytime on Saturday and Sunday.

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Severn, MD 21144  
(410) 551-7236

## • 1938 CENTURY

Front Fenders, Non-welld Left & Right, good condition.....\$100. each

Thom Schuttish (#006)  
460 Duncan Street  
San Francisco, CA 94131  
(415) 285-8217

## • 1937 SPECIAL PARTS

Horn ring, minor pitting.....	\$ 65.
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Steering wheel, good.....	\$ 35.
Clock, complete, good condition.....	\$ 30.
Set of horns, excellent, painted.....	\$ 50. pair
Air Cleaner, regular with decal.....	\$ 35.
Starter, 734 Z.....	\$ 40.
Headlight buckets.....	\$ 50. pair
Sparkplug cover, good.....	\$ 30.
Sparkplug cover, better.....	\$ 40.
Sparkplug wire brackets.....	\$ 8.
Back seat ash tray, complete.....	\$ 25.
Set of splash pans, sell as pair only.....	\$ 60. pair
Hood louvers, need minor repair.....	\$ 50. pair
Hood moldings, excellent. Sell as a pair only.....	\$125. or bo
Nose molding, minor flaw in bottom.....	\$100. or bo
Door sills for 4-Door, sell as set only, usable.....	\$ 35. set
Parking lights, no lenses.....	\$ 85. pair
Taillight with bezels and lenses. Complete.....	\$ 75. pair
Set of garnish moldings and dash. Dash has 2 minor holes.....	\$150. all



(continued from page 26)

Heater hose bracket, two piece.....	\$ 10.
Headlight switch.....	\$ 25.
Kick panels, new, Hampton Coach.....	\$ 25. or bo
Cigarette lighter.....	\$ 15.
Headlight bucket with chrome strips.....	\$ 20. pair

All parts are in good usable or restorable condition. This is only a partial list. I have hundreds of parts. Add 20% for postage and shipping. Write or call me with your needs. Send SASE for list of parts.

**Jerry Root (#422)**

**71 South Pollard Drive**

**Fulton, New York 13069**

**(315) 593-2346 after 5 pm EST**

---

• **1937 & 1938 SPECIALS and a 1937 LIMITED.**

The following is just a portion of the parts available. Call with your needs.

• **1937 Parts**

Pair of rear vent windows. Excellent chrome.....	\$100.
37/38 Special running board cores. Straight & rust free.....	\$200. pair
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Rear springs, 40/60. Good condition.....	\$100. pair
Headlights, complete.....	\$150. pair
Radio delete plates.....	\$ 15.
Gauge cluster, complete with heat bulb.....	\$100.
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Special generator 918-B.....	\$ 75.
Hubcaps.....	\$ 10. each
Gas pedal with good hinge.....	\$ 20.
Small & large series throttle linkage, complete.....	\$ 25.
Big Series (320) Water, Fuel or Oil Pump.....	\$ 35. each
Big Series Rocker assemblies, complete.....	\$ 65.
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'37/38 Rear fender splash aprons.....	\$ 15. each
'37/38 Big Series manifold ends.....	\$ 50. each
Fender lights.....	\$ 65. pair
Trunk lights with good lenses.....	\$ 50.
Tail lights with lenses, all series.....	\$ 50. pair
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Throttle cable.....	\$ 20.
Special transmission.....	\$100.
Two new Moog lower inner shafts & bushings.....	\$75. pair
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Steering column support with ignition, keyed.....	\$ 35.
Splash pans.....	\$ 35. pair
Rear motor mounts.....	\$ 15. pair
Headlight switches.....	\$ 20.
40 & 60 series doors.....	\$ 50. each
Head light bezels.....	\$ 15.
Radio grills.....	\$ 15.



(continued from page 27)

Wiper motors.....	\$ 15.
Front vent window frames & mechanisms.....	\$ 25. each
Trunk hold up arms.....	\$ 20.
Sun visors.....	\$ 15. each
Steering sectors.....	\$ 50.
Bumper arms.....	\$ 15. each
Bumpers.....	\$ 30. each
Deluxe heater.....	\$ 75.
Horn button.....	\$ 25.
Steering wheel.....	\$ 50.
Center stainless emblem.....	\$ 15.
40/60 running board brackets.....	\$ 50. set
37/38 Special exhaust valve body, working.....	\$ 50.
80/90 bumpers.....	\$ 30. each
80/90 rear motor mounts.....	\$ 40. pair
80/90 running board brackets.....	\$ 50. set
80/90 assist straps.....	\$ 20. pair
80/90 trunk support arm.....	\$ 20.
• Parting Big Series Motor, call with your needs	
'37 Limited sidemount covers, very nice.....	\$400.
'37 80 & 90 sidemount cups.....	\$ 75. pair
• <u>1938 PARTS</u>	
Defroster motor with base and dash vents.....	\$ 45.
Horn rings.....	\$ 75.
Rear arm rests, good condition.....	\$ 50. pair
Radio, complete.....	\$150.
Trunk emblem.....	\$ 35.
Robe rail, excellent condition.....	\$ 20.
4-Door trunk handle, key and base. Complete & nice.....	\$ 65.
Deck lid, no rust.....	\$ 75.
Breather tubes, Small (248) and Big (320) Series Engines.....	\$ 10. each
Trunk hold-up arms.....	\$ 20.
Steering wheel, horn ring and button. Complete.....	\$125.
734Z starter with solenoid.....	\$ 50.
Horn buttons.....	\$ 10.
Radio hole plugs.....	\$ 15. set
Special hood lettering.....	\$ 20. pair
Fender lights.....	\$ 75. pair
De-froster ducts.....	\$ 15. pair
Wiper transmissions.....	\$ 50. pair
'38 Special rims.....	\$ 35.
Rear license plate stand, bracket & light.....	\$ 35.
Bumper guards.....	\$ 25.
Tail lights, complete.....	\$ 75. pair
Complete instrument cluster including water temp. bulb.....	\$ 75.
'38 assist straps with screws.....	\$ 15. each
Clock with complete wire harness.....	\$ 25.
Cowl stainless trim, very nice.....	\$ 20. pair
Throttle cable.....	\$ 20.
Special radiator.....	\$ 75.
Battery tray.....	\$ 20.
Special transmission.....	\$100.



(continued from page 28)

Generator.....	\$ 50.
Manifold.....	\$75.
Hood sides & tops.....	\$ 25. each
Deluxe heater with defroster.....	\$100.
Right side grille.....	\$ 75.

All parts plus shipping

Dave Tacheney (#997)  
11949 Oregon Ave. N.  
Champlin, MN. 55316  
(612) 427-3460

*Parts*

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• **FOR 1937 SPECIAL**

1. Pair of dual side mounted fenders. Complete if possible but will consider all.
2. Right side SPECIAL nametag in excellent condition.
3. 1928-1940 Master Parts *Body* manual
4. Pair of running board moldings, excellent to repairable

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Fulton, New York 13069  
(315) 593-2346 after 5 pm EST

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James Rufener (#767)  
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Eagan, MN 55122-2671  
(612) 688-8058

• **FOR 1938**

Front Bumper Badge

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Oshkosh, WI 54901  
(414) 688-2339

**PARTS FOR SALE**

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Model 47. Fully restored, ground-up restoration. Five new white wall tires. Hampton Coach interior. 2 year winner AACA Nationals 2nd place award. Might trade for an open car. Asking \$10,500.

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• **1937 CENTURY 4-D TRUNK BACK SEDAN**

Model 61. Body-off restoration.

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5929 E. Summit  
Fruitport, MI 49415  
(616) 788-4387 evenings/weekends



# Literature FOR SALE

## • 1937

Color folder.....	\$ 45.
Color folder.....	\$ 50.
Lot of 2 factory letter, British.....	\$ 30.
Lot of 2 factory letters & envelope.....	\$ 30.
Factory photo, 7 x 5, b & w, sedan.....	\$ 9.
Factory photo, 8 x 10, b & w, 90 Limo, 2 different.....	\$ 9. each
Salesman's non-color folder, competitive specs.....	\$ 25.
Buick Magazine, Jan, Feb, Mar, Apr, May, July.....	\$ 15. each
Price sheet.....	\$ 15.
Service Inspection Sheet.....	\$ 15.
Used car invoice for a Special Series 40 Sedan.....	\$ 10.
Non-color folder, prices, 8/37.....	\$ 15.
Non-color folder, prices & GMAC.....	\$ 18.
Owner's manual.....	\$ 50.
Owner's manual, G.M. & McLaughlin-Buick.....	\$ 60.
Postcard of sedan.....	\$ 15.
Part color catalog, 8 x 4 1/5, 12 p, Springing, ride.....	\$ 20.
Mailer part color folder, Zooming, carburetion.....	\$ 20.

## • 1938

Color catalog, 11 x 8, 32 pages plus covers.....	\$ 85.
Color folder, full line.....	\$ 45.
Factory letter.....	\$ 10.
Factory letter, British.....	\$ 15.
Buick Magazine, November.....	\$ 15.
Buick Magazine, show issue, all models in color.....	\$ 50.
Non-color folder, News.....	\$ 30.
Non-color folder, prices, 8/37.....	\$ 15.
Owners manual.....	\$ 50.
Shop manual.....	\$ 75.
Shop manual, self shifting transmission, Series 40.....	\$ 40.

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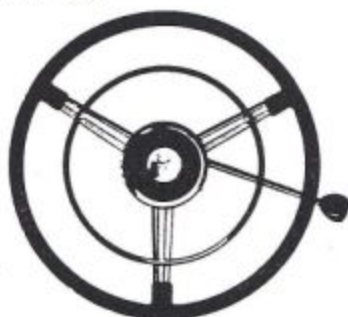


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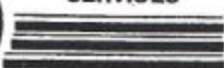
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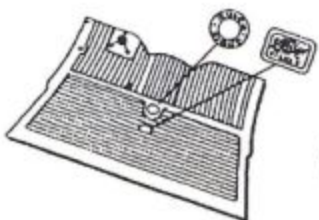
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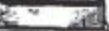
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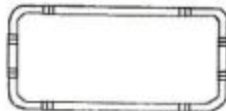
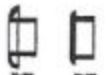
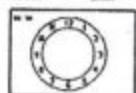
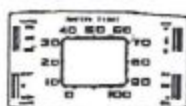
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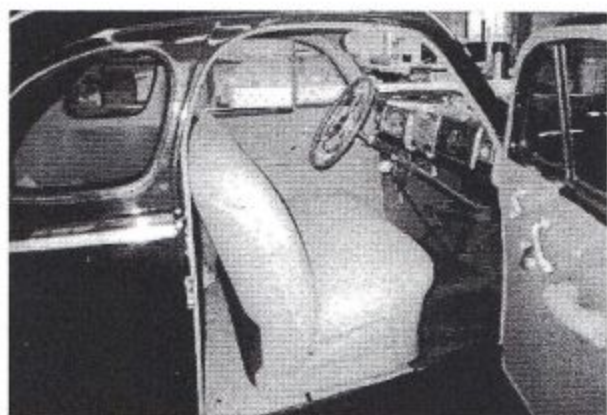
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